In the specification:

Please amend the Summary of the Invention as follows:

[0003] The present invention addresses this need by providing a push-push latch that can be used in association with an automotive compartment where the latch includes a track member that defines a generally heart shaped track having a V-shaped notch and a guide member that moves within the track to facilitate positioning the compartment door in the closed position when the guide member rests in the V-shaped notch. Further, the track member is molded from a polymer and includes an integrated retaining section that is positioned adjacent the V-shaped notch and an opening ~~a channel~~ that connects the heart shaped track to the retaining section.

Please amend the Brief Description of the Drawings as follows:

[0005] Figure 1 illustrates a perspective ~~cutaway side~~ view of an automotive compartment with the door in the open position;

[0006] Figure 2 illustrates a perspective ~~cutaway side~~ view of an automotive overhead compartment with the door entering ~~in~~ the closed position;

Please add between paragraphs [0006] and [0007]:

Figure 2A illustrates a perspective view shown partially in phantom of an automotive compartment with the door in the closed position;

Please amend paragraph [0009] as follows:

[0009] Figure 5 illustrates a sectional view of the track member locked into the retaining section; ~~and~~

Please amend paragraph [0010] as follows:

[0010] Figure 6 is a flowchart illustrating the preferred method of this invention~~.~~; and

Please add after paragraph [0010]:

Figure 7 is a perspective view of an automobile including a push-push latch that is disclosed in the present invention.

Please amend paragraph [0011] as follows:

[0011] The push-push latch of the present invention, shown generally at 20 in Figures 1-5 and 7, is used in association with a storage compartment 22 in an automobile to facilitate moving the compartment door 24 between an opened position, as illustrated in Figure 1, and a closed position, as illustrated in Figure 2A ~~2~~. It should be noted that the push-push latch of the present invention is not limited to automotive compartments, rather, it can be used in association with any compartment or environment that requires a latch.

Please add between paragraphs [0012] and [0013]:

[0012.1] Figures 2 and 2A illustrate the relationship between the push-push latch 20 and how it engages with the compartment door 24 allowing it to move to a closed position. The compartment door 24 includes a connector 38 that is permanently attached to the door and extends out from the door toward the compartment body 26. The connector 38 has a first end 39 and a second end 41. The first end 39 is attached to the compartment door 24 and the second end 41 includes a protrusion 43.

[0012.2] The track member 30, on the other hand, is attached to the compartment body 26. The track member 30 includes a clamp member 45 that has a first end 47 and a second end 49. The first end 47 includes a protrusion 51 that matingly engages with the connector protrusion 43. The second end 49 of the clamp member 45 is pivotally attached to the track member 30.

[0012.3] The compartment body 26 includes a recess 53 for receipt of said track member 30. The track member 30 is spring loaded 55 within the recess 53. There is a fitting 57 that is located along the outer edge of the recess 53 that

allows the track member 30 to move along an axis 56 but prevents the track member 30 from completely exiting from the recess 53. Further, the guide member is attached to the fitting such that it can only move radially with respect to axis 56.

Please cancel paragraph [0014].

Please amend paragraph [0017] as follows:

[0017] Referring to Figures ~~Figure~~ 2, 2A and 3, under normal circumstances when the door 24 of the compartment 22 is in the opened position the track member assembly is extending out from the recess 53 and the clamp member 45 is pivoting away from the track member 30 section containing the heart-shaped track 34, as is known to one skilled in the art of push-push latches. Further, the guide member 32 is resting in pathway A 40. ~~When a force is exerted on the door 24 to push it into the closed position, the connector 38 on the compartment door 24 engages the push-push latch 20. This engagement forces guide member 32 to move from pathway A 40 into pathway B 42 and travel along the length of pathway B 42, and around the first corner 44 into pathway C 46. Guide member 32 moves along the length of pathway C 46 and comes to a rest at the V-shaped notch 36. Therefore, when in the closed position the guide member 32 is positioned in the V-shaped notch 36 of the track member 30 resting against wall 54~~.

Please insert between paragraphs [0017] and [0018]:

[0017.1] When a force is exerted on the door 24 to push it into the closed position, the connector 38 on the compartment door 24 engages the push-push latch 20. More specifically, the protrusion on the connector is received within the clamp and the track member. The force being exerted on the door causes the connector to push the track member down into the recess and forcing the spring member to contract. As the track member descends into the recess, the

clamp member pivots in toward the section of the track member containing the heart shaped track. The protrusion on the connector matingly engages with the protrusion on the clamp member. As the track member assembly comes to a rest when seated completely within the recess, the compartment door is positioned in the closed position. During this engagement process, guide member 32 is forced to move from pathway A 40 into pathway B 42 and travel along the length of pathway B 42, and around the first corner 44 into pathway C 46. Guide member 32 moves along the length of pathway C 46 and comes to a rest at the V-shaped notch 36. Therefore, when in the closed position the guide member 32 is positioned in the V-shaped notch 36 of the track member 30 resting against wall 54.

Please amend paragraph [0018] as follows:

[0018] When a force is exerted on the compartment door 24 in an effort to move the door 24 from the closed position to the opened position, under normal circumstances, guide member 32 is forced out from V-shaped notch 36 and into pathway D 48. More specifically, the force exerted on the compartment door forces the track member down into the recess and thus forces the spring member to contract. This compression of the spring allows guide member to move out from the V-shaped notch into pathway D 48 as is known to one skilled in the art of push-push latches. After traveling the length of pathway D 48 guide member 32 moves around the second corner 50 and travels down the length of pathway E 52. Pathway E 52 merges into pathway A 40 and guide member 32 comes to a rest back in pathway A 40. As guide member 32 travels from the second corner 50 through to pathway A 40, the track member is forced by the spring out through the recess. As the guide member extends out through the recess, clamp member 45 pivots away from the track member. As the clamp member pivots away the connector is released. The connector 38 disengages from the push-push latch 20 once guide member 32 is positioned within pathway A 40 causing the compartment door 24 to move into the opened position.

Please amend paragraph [0020] as follows:

[0020] In the event of an automobile collision, there is a chance that the compartment door 24 will be subjected to an excessive force. Therefore it is desired to keep the door 24 locked in its closed position under such circumstances, rather than being allowed to open thereby subjecting the vehicle occupant to an open door member or exposing them to the objects contained within the storage compartment 22. To address this situation, the present invention provides for a track member 30 that is molded from a polymer and includes an integrated retaining section 28 that is positioned adjacent the V-shaped notch 36 and an opening 58, also referred to as a channel 58, that connects the heart-shaped track 34 to the retaining section 28. In fact, the opening connects the V-shaped notch to the retaining section. The opening has a width dimension that is less than the width dimension of the guide member and less than the width dimension of all the pathways defining the heart-shaped path.

Please amend paragraph [0021] as follows:

[0021] A force is considered to be excessive when it exceeds a predetermined value. One skilled in the art of push-push latches has the knowledge to define the parameters of an excessive force, but a typical range is 10-80 G's. If the force is less than the predetermined value, then the guide member 32 will move along the track member 30 as defined under normal conditions. However, if the force is greater than or equal to the predetermined value, then the guide member 32 will be forced into retaining section 28. Guide member 32 engages the opening or channel 58, forcing the walls 60 of the opening ~~channel~~ 58 to flex out in the radial direction with respect to axis 56 and the guide member 32 will move and lock into the retaining section 28. Once the guide member 32 is in the retaining section 28, the opening ~~channel~~ walls 60 will flex back into their normal positions. Once positioned in the retaining section 28,

the compartment door 24 will lock in a closed position and will not open unless the guide member 32 is manually reset out of the retaining section 28.

Please insert between paragraphs [0021] and [0022]:

[0021.1] Described another way, the push-push latch of the present invention travels a routine path during normal operation allowing the door to move between an opened position and a closed position. However, the push-push latch of the present invention travels a non-routine path when the door of the compartment is subjected to a force greater than a predetermined force, thus locking the door in a closed position. The routine path of travel includes the generally heart shaped track including the V-shaped notch defined by the track member. The non-routine path of travel includes the opening connecting the V-shaped notch to the retaining section and including the retaining section, wherein the opening is narrower than the width of the guide member and the width of all other pathways of the heart shaped track.